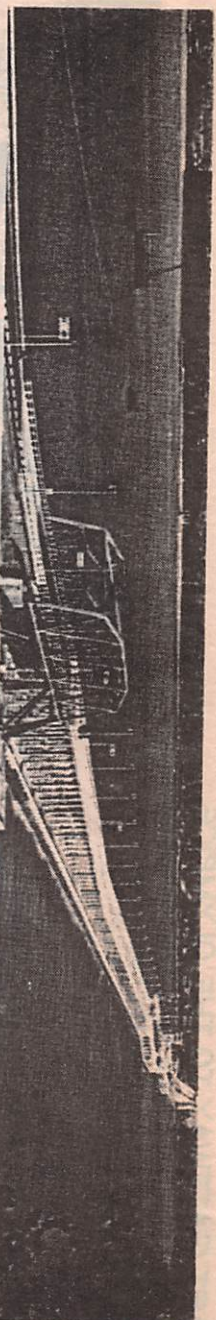


Floating Bridge

■ EAST OLYMPICS – North Canal Zone: Port Ludlow, Quilcene, Brinnon



NORTH CANAL ZONE

The northern end of the canal is dominated by its majestic entrance between the shores of Port Ludlow on the west side's Olympic Peninsula and the shores of Foul Weather Bluff on the east side's Kitsap Peninsula.

The best views of the North Hood Canal zone are from the Hood Canal Bridge, which joins the Kitsap Peninsula just south of Port Gamble, to the Olympic Peninsula at Port Ludlow. The bridge, at one-mile long, is the longest floating bridge over salt water in the world. Crossing over the bridge is free.

QUILCENE

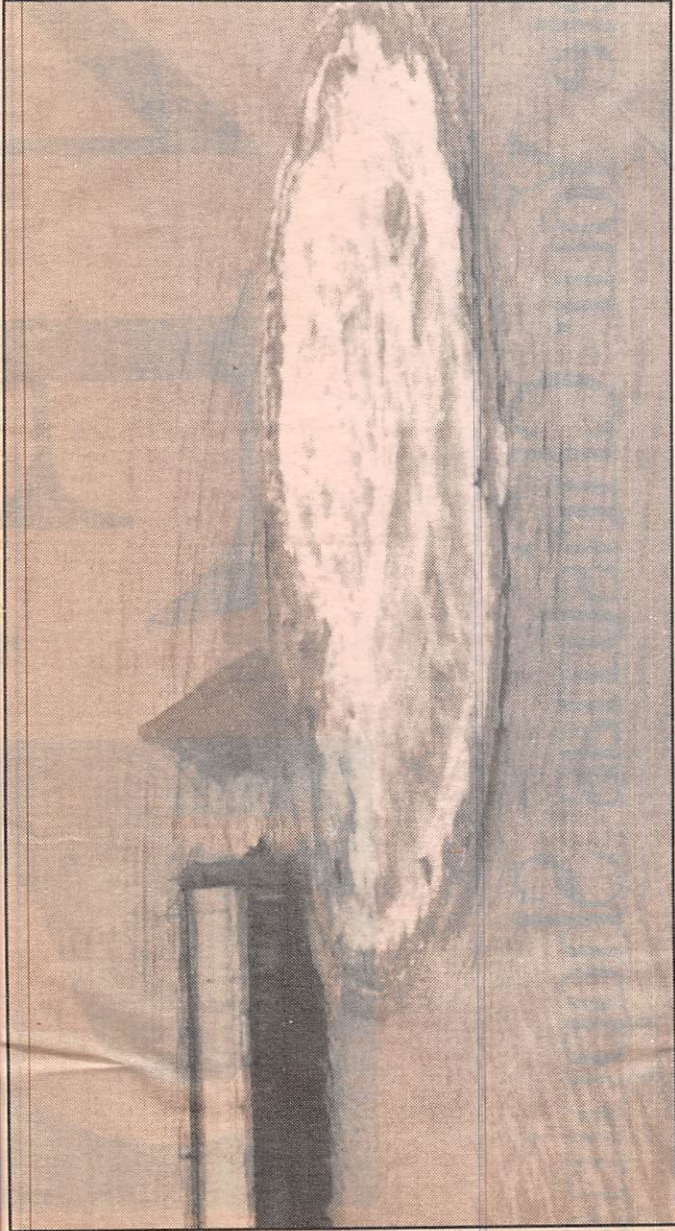
Quilcene is located on Highway 101 along the shores of Hood Canal. The famous oysters that grow in Quilcene Bay are shipped to fine restaurants around the country. Visitors can purchase oysters at the grocery stores in town. There is a new museum in town open to the public and on Highway 101 at the south end of town there is a Ranger Station where visitors can obtain information on the area.

South of Quilcene Highway 101 goes over Mt. Walker, where there is a spacious lookout with views across Hood Canal to the East and over the Olympic Mountains to the West. From the top of Mt. Walker there are great views of the Trident Submarine Base directly across the canal.

On Mt. Walker are a number of campgrounds operated by the Olympic National Forest.

BRINNON

Brinnon, on Hood Canal at the Dosewallips State Park, is

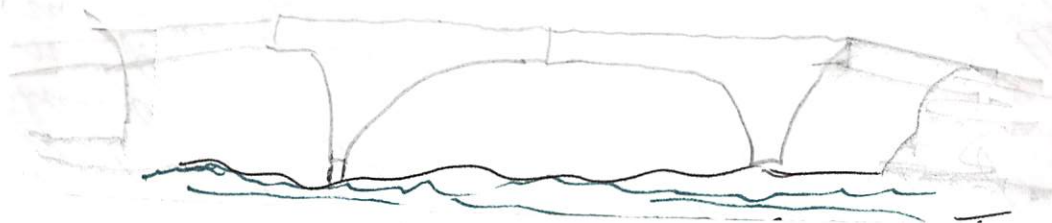


AP photo

11-27-90

Seattle bridge sinks — A section of an old floating bridge sinks into Lake Washington in Seattle. It tore support cables from an adjacent span, the year-old I-90 bridge, threatening a main link between Seattle and its suburbs. The 50-year-old Lake Washington bridge had been closed for repairs.

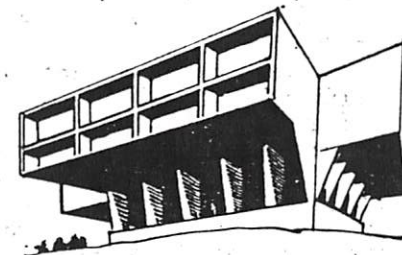
Cantilever Bridge p 208



can·ti·le·na (kan'tə lē'nə) *n.* [It. < L., a song < *cantare*, to sing: see CHANT] a smooth, flowing, lyrical passage of vocal, or sometimes instrumental, music

can·ti·le·ver (kan'tl ē'vər, -ev'ər) *n.* [as if < CANT² + LEVER, but of obscure orig.]

1. a large bracket or block projecting from a wall to support a balcony, cornice, etc. 2. a projecting beam or structure supported at only one end, which is anchored as to a pier or wall —*vt.* to support by means of cantilevers —**can'ti·le'-vered** *adj.*



CANTILEVER

cantilever bridge a bridge whose span is formed by two cantilevers projecting toward each other, sometimes with an extra section between them

can·til·la·tion (kan'tl ā'shən) *n.* [< *cantillate*, to chant (< L. *cantillatus*, pp. of *cantillare*, to hum, sing low < *cantare*: see CHANT) + -ION] in Jewish liturgy, a chanting or reciting with certain prescribed musical phrases indicated by notations —**can'til·late'** (-āt') *vt., vi.* —**lat'ed**, —**lat'ing**

☆**can·ti·na** (kan tē'nə) *n.* [Sp. < It.: see CANTEEN] [South-west] saloon or barroom

can·tle (kan'tl) *n.* [ME. *cantel*, a corner, rim, piece < OFr. < ML. *cantellus*, dim. of L. *cantus*: see CANT²] 1. a piece, esp. when cut off or out; slice 2. the upward-curving rear part of a saddle

can·to (kan'tō) *n., pl. -tos* [It. < L. *cantus*, song: see CHANT] any of the main divisions of certain long poems, corresponding to the chapters of a book

Can·ton (kan tən'; for 2 kan'tən) 1. former name of a) KWANGCHOW b) CHU KIANG 2. [< *Canton*, suburb of Boston < prec.] city in EC Ohio: pop. 95,000

can·ton (kan'tən, -tən; kan tən'; for *vt.* 2 kan tən', -tōn') *n.* [Fr. < It. *cantone* < LL. *cantus*, corner: see CANT²] 1. any of the political divisions of a country or territory; specif., a) any of the states in the Swiss Republic b) a division of an arrondissement in France 2. a) *Heraldry* a small, square section of an escutcheon, usually in the upper right, or dexter, corner b) a rectangular section in a flag, in the upper corner nearest the staff —*vt.* 1. to divide into cantons 2.



REUTERS

Japan-to-San Francisco voyage breaks record by 2 days

The catamaran Explorer sails across the finish line under the Golden Gate Bridge in San Francisco Sunday to claim a new record time

between Yokohama, Japan, and San Francisco. Skipper Bruno Peyron from France led his team of seven to a time of 14 days, 17

hours, 22 minutes and 50 seconds. The old record was set by American adventurer Steve Fossett at 16 days, 17 hours and 21 minutes.

17 Aug 1998

at President Clinton's testimony

you have a sexual relationship with Monica Lewinsky?

Clinton: How about this economy?

James Carville: That's right. This president has declared war on inflation, HMOs, ferocious vegetable labels, E. coli, William Saffire and the Wall Street Journal. Why this administration is the Braveheart of administrations. He can take your women . . .

Judge Johnson: Why exactly are you here, Mr. Carville?

James Carville: Because I am "a source close to the investigation." I'm Deep Throat. Hear me roar. Forty million dollars on this investigation. That's more than Diana got in her divorce settlement. That's more than Michael Jackson makes shooting hoops.

Al Gore: Excuse me, Jim, but I believe you mean Michael Jordan.

Tipper: Put a lid on it, Al.

Judge Johnson: Mr. Kendall, if you don't get them all out of the

room, I'm going to make you defend tobacco companies. Sorry, Mr. Starr, it had to be said.

Starr: Perfectly fine, your honor. The role of pinata is one I've enjoyed in this investigation.

Judge Johnson: And speaking of pinatas, why are you here Mr. McCurry?

Mike McCurry: Well, your honor, in keeping with my Sergeant Hans Schultz theory of press secretarizing (I know nothing, I witness nothing, I ask nothing, and I particularly don't know answers), I thought being here at the president's testimony was a safe bet.

Jackie Bennett: Mr. Clinton, did you have a sexual relationship with Monica Lewinsky?

Clinton: Well, let me say this about that, and you listen to me, and I am going to tell you more rather than less and sooner rather than later, and the American people want to put this all behind

them, and did I mention that I nominated Ruth Bader Ginsburg for the U.S. Supreme Court? I want to offer each and every grand juror here today my personal invitation to come to the White House for a sleep-over in the Lincoln Bedroom — at absolutely no charge. There will also be complimentary coffee. I'll oust Tom Hanks, Markie Post and Barbra Streisand and her new pretty boy from their time-share interests in there whenever y'all choose to come. We'll watch "Air Force One" a few times. Hillary can bake her terrific cookies, perhaps toss a few lamps. Did I mention my work on the deficit?

Jackie Bennett: Your answer, please, sir.

Clinton: I've said all I'm going to say about that. I don't think it would be right with the legal proceedings pending for me to violate the law and say anything at this time.

Jackie Bennett: Mr. Clinton, this is the legal proceeding. You are permitted to speak here. Did you have a sexual relationship with Monica Lewinsky?

Clinton: There's the red phone. Gotta go.

Clinton on the phone to Saddam: What's the matter with you? I hear Jim and Sarah Brady on beeper again for the Rose Garden. Could you have cut it any closer? I already had to answer a question.

Saddam: You sly American devil. How's the dress?

(The Marine band plays again.)
Clinton: Sorry, Saddam, can't hear you. Thanks, buddy, I owe you one. Let those inspections speak up again. I'll call when I need you. Ignore Madeleine when she gets fired up.

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dered — and rejected — for S.L. Valley

systems in cities such as San Diego, Portland, San Jose, Denver, St. Louis, etc., have averaged \$20 million to \$35 million per mile. Compared with light rail, there are no savings in relative operating or maintenance costs for the overhead guideway and elevated stations of monorail. Cost estimates for monorail typically do not include the cost of vertical transportation of stations, park and ride

projects in Houston and Honolulu. In fact, DeLeuw admitted that monorail would be in that firm's financial interest because of the extensive engineering required for an elevated transit system. Admitting that, it supports the decisions of the Wasatch Front Regional Council that selected and supported light-rail transit as the preferred technology for the Salt Lake Valley.

In 1992 an independent study

erating in the United States, and many more are in various stages of planning and design.

Seattle has a 1.1-mile monorail line that was built in 1962 for the World's Fair. Currently, Seattle is investigating the seemingly unlikely possibility of expanding the system to 40 miles at the manufacturers' estimated cost of nearly \$3 billion.

4. Safety is the highest priority

In the early 1990s, the Utah Transit Authority Board requested another intensive review from independent transit experts from around the world. Numerous presentations were made on all available mass transit alternatives, proven or unproven, from monorail, to light rail, to an all-bus system, a low-capacity bus system, commuter rail and high-occupancy vehicle lanes to list a few. After